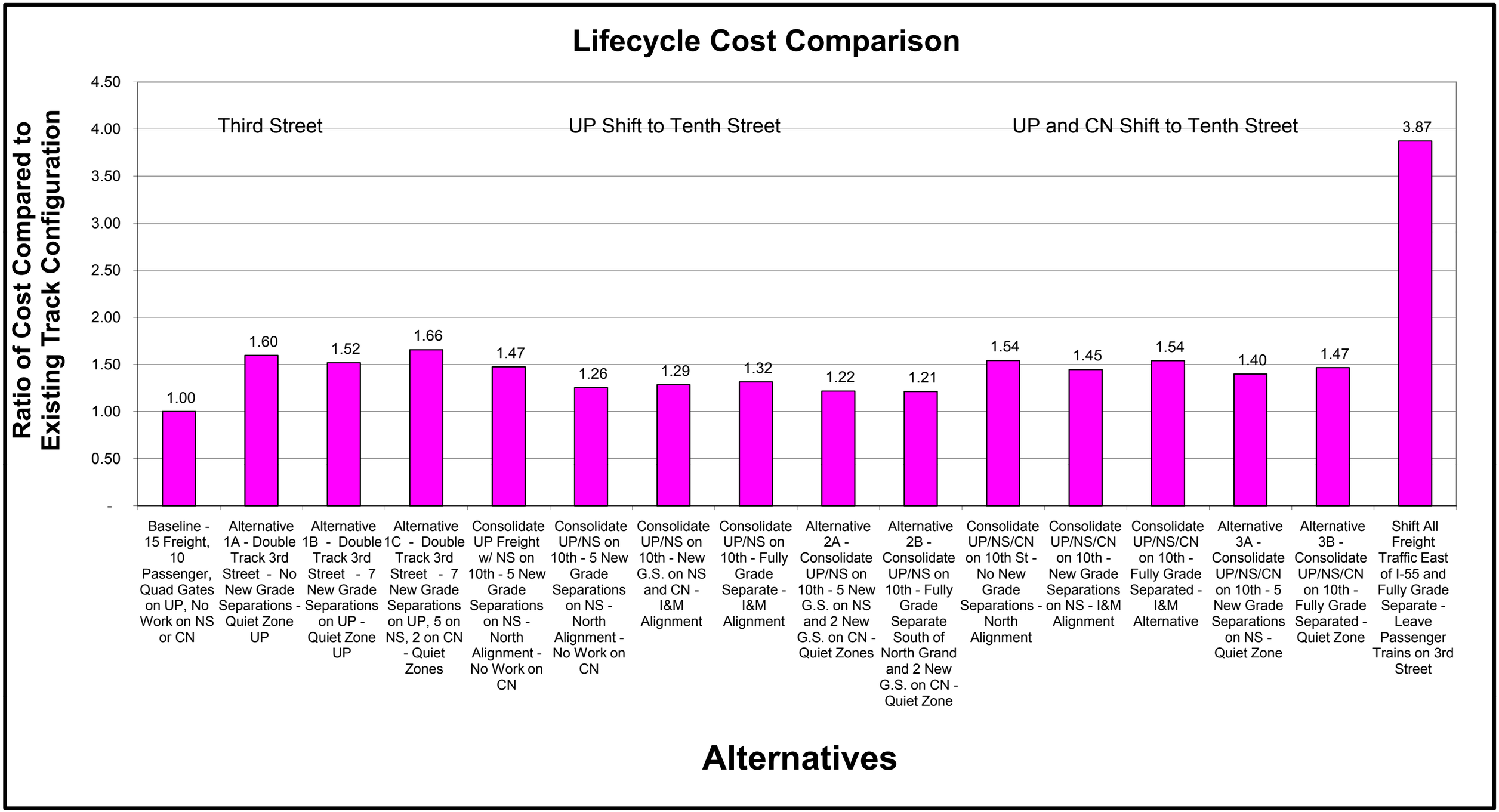
Lifecycle Cost Comparison
Ratio of Cost Compared to Existing Track Configuration
4.50
4.00
3.50
3.00
2.50
2.00
1.50
1.00
0.50
-
Third Street
UP Shift to Tenth Street
UP and CN Shift to Tenth Street
1.00
1.60
1.52
1.66
1.47
1.26
1.29
1.32
1.22
1.21
1.54
1.45
1.54
1.40
1.47
3.87
Baseline - 15 Freight, 10 Passenger, Quad Gates on UP, No Work on NS or CN
Alternative 1A - Double Track 3rd Street - No New Grade Separations - Quiet Zone UP
Alternative 1B - Double Track 3rd Street - 7 New Grade Separations on UP - Quiet Zone UP
Alternative 1C - Double Track 3rd Street - 7 New Grade Separations on UP, 5 on NS, 2 on CN - Quiet Zones
Consolidate UP Freight w/ NS on 10th - 5 New Grade Separations on NS - North Alignment - No Work on CN
Consolidate UP/NS on 10th - 5 New Grade Separations on NS - North Alignment - No Work on CN
Consolidate UP/NS on 10th - New G.S. on NS and CN - I&M Alignment
Consolidate UP/NS on 10th - Fully Grade Separate - I&M Alignment
Alternative 2A - Consolidate UP/NS on 10th - 5 New G.S. on NS and 2 New G.S. on CN - Quiet Zones
Alternative 2B - Consolidate UP/NS on 10th - Fully Grade Separate South of North Grand and 2 New G.S. on CN - Quiet Zone
Consolidate UP/NS/CN on 10th St - No New Grade Separations - North Alignment
Consolidate UP/NS/CN on 10th - New Grade Separations on NS - I&M Alignment
Consolidate UP/NS/CN on 10th - Fully Grade Separated - I&M Alternative
Alternative 3A - Consolidate UP/NS/CN on 10th - 5 New Grade Separations on NS - Quiet Zone
Alternative 3B - Consolidate UP/NS/CN on 10th - Fully Grade Separated - Quiet Zone
Shift All Freight Traffic East of I-55 and Fully Grade Separate - Leave Passenger Trains on 3rd Street
Alternatives